### RAILROADS.

LOCAL TIME TABLE

	AB AND PACIFIC	
Arrive.	KANTROUTED.	Leave
*****	No. 4 daily	7:25 a. n
6 65 p. 78	No. 4 dally	6:40 p. p
	No. 6 GailS	5130 4. 4
10 20 a.m	No. 10 dally	10:35 9. 11
SUPPLIES TO STATE OF THE STATE	WESTERUND.	
5.55 p. m.	I dally	
\$ 500 to 100	No. 3 daily	9.66 2 11
South transcription	No. 5 daily	
11 35 a m	Na 7 dally	
4:50 p. 7	No. 9 dally	4.35 p. r
MESOURI	KANSAS AND TE	XAS

Arrive	NORTHBOUKE.	Leave.
6 20 30 20	No. 12 du 15	7:00 n.m.
6 00 p. m	No 4 ostly	6.25 p. t
	No. 1 Gally	Salar man
	No. a daily	

\*\*SCHNEINENTAL LEAVE NOTERBOUND. Leave No. Schally 8.45 n. m. No. 31 daily 8.25 a. m. south British No. 31 daily 10. No. 31 daily 11. No. 4 daily 11. No. 4 daily 11. No. 4 daily 11. Lauview Junetion, Big Sandy, 12. Daily 12. Daily 11. Daily 12. Daily

Blinenia, Wills Point, Terrell, Elect Dails- Dails and Fort Worth.
FORT WORTH AND DENVER.
Arrive
& Of p in No. 1 daily n. n. n. n.
21 00 a m Ne 3 daily
11 00 a. m. No. 2 daily 9 30 a. m. No. 4 daily 1: 10 p. r.
GULF, COLORADO AND SANTA FE.
Arrive. NORTHBURD. LEAVE
11 Ma m No Holally 11 46 a m 10:00 p m No 2 daily 10:00 p u
19:00 p. m. No. 2 daily 10:00 p. #
Sin m Si I dally Sin a m
2 55 to m No 2 0 atty 3 (6 p m

FORT WORTH AND RIO GRANDE. 27 (9) m ...... Fort Worth .......... 200 p m FORT WORTH AND NEW ORLEANS. No. 41 mail 5:40 p.m.
No. 40 mail 5:40 p.m.
No. 40 mail 5:40 p.m.
So 41 mail 5:10 a.m.
So 41 mail 5:00 p.m.
All the above trains from the Union Depot.
C. D. Leak, Ticket Agent.

ST LOUIS, ARRANSAS AND TEXAS. Arrive Leave 

The p. m. Memphis Express ... 800 n. m.

WEATHERFORD, MINERAL WELLS AND

NORTHWESTERN RAILWAY The trains of this line make direct connection the the Team, and Pacific rallway trains Nos 4 would fluit Weatherford, leaving Fort Worth as Texas and Pacific rallway) and arriving at heral Well on Julius.

## TABLE OF DISTANCES

MISSOURI,	KANSAS	S AND	TEXAS.
	North		
Chicago via Hau St. L. via Sedali Haubai Wagoton Denison Pilos Point	- 117 K	ansas Ci inita cAllister hitesboi	19 505 311
	South		
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TEXA	S AND	PACIFI	C.
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IEXAD AN	D PAUIFIC
Eastern	Division.
Trivel 64 Write Point 39 Bellon 92 Mincela 110	Longylew 15 Warshall 17 Jefferson 16 Atlanta 92 Shreveport 29 New Orleans 54
Rio Grane	te Division.
Miles   Weatherford	Colorado City 21 Bly Springs 25 Peces 40 Sierra Blanca 52 El Paro 61

Rie	o Grane	te Division.	
Westherford	115 140 161	Colorado City Blg Springs	45 65
Tran	contine	ental Division.	
	Milles		Mil
Dentor	35		1
White-choro .	71	Clarksville	17
Factbarre	116	New Loston	100
Honey Grave.	113	Texarkana	154
COTT	ON B	ELT ROUTE.	
	Miller	Committee of the latest commit	3.511

Pinno Greenville Commerce Solphur Springs 50 Vernon 50 Persont	97 115 128	Camden, Ark 21 Pine Blidf 38 Brinkley 43 Memphis 50 Cairo 63 St Louis 75
GULF, COLO	RADI	AND SANTA FE.
	60	uth.
Cleburne Morgan McGregor	103	Min   Cameron   15   Caldwell   18   Breedham   22   Galveston   34
	No	rth.
chessesville and	101	Wichita, Kan 57 Kansas City 60

FORT	WORTH	AND	DENVE	R CITY.
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Martingan		79 KI	arendon.	
Michila I		30 GH	SOUTH STREET	
Beaver		140 111	artley	converse.
With the Street of the Street		147 Te	Nime	
Vernon.				

HOUSTON AND TEXAS CENTRAL. 106 Bryan 117 Navasota 133 Hempstead

Many a Fortune Has

Made by Advertising.

One Was

# Never Lost By It.

Steamer Trinity at Jefferson. Special to the Gazette. JEFFERSON, Tex., April 14.-The steamer

On Saturday May 2, 188

## GOULD'S PET SCHEME

The Great Consolidation Almost an Assured Fact.

THE SANTA FE THUNDERBOLT.

he New Fast Train to Chicago Goes On Sunday-The Contract for the Brownwood Extension-A Choctaw Extension Hendry Goes to Mexico, Etc.

#### THE CONSOLIDATION.

will Probably be Effected in Chicago To.Day.

Jay Gould and his son, George, will meet P. Hunington of the Southern Pacific and Allen Manyel of the Santa Fe with the esidents of the other lines in the interest ciation, but in reality to further discuss the proposed consolidation or pool of the Southwestern lines into two great systems with one financial lead; the operation and management to remain unchanged except as to the financial conduct of the properties. If this arrangement is perfected such a thing as competition rates will be unknown and the people along the lines will pay not a reasonable compensation for the services, but all the traffic will bear. It is expected the scheme will be made known in all its details to-morrow and those who are in a position to know something about it say that distion, but in reality to further discuss the tion to know something about it say that there is little doubt all arrangements will be consummated at this meeting. Such a consolidation will be followed by hostile ultroad legislation when next these bedies

On Sunday next the Santa Fe will put on a fast train between Chicago and Galveston, which will make the run in considerably less time than has ever yet been scheduled or attempted. Whether the train will be or attempted. Whether the train whi be few in number as well as in time or will be the present morning train on shorter time is not yet known, the new time card not yet having been received in this city. It is ex-pected the new vestibule, steam heat equip-ment, identical in all details with that now running from Chicago to Denver, will constitute this train. The exact running time per hour is not known here, but it will probably be the same as the Denver cannon

The Contract Let.

Yesterday the Fort Worth and Rio rande railway company awarded the con-act for the grading of the extension from omanche to Brownwood, a distance of thirty miles to Hurley, Tierney & Lynch of this city. As the work is to be completed by August 1, 1891, the contractors will lose as time in getting to work. The bridge and rack his ing work will be done by the com-sary. It is expected to have the extension it operation by October 1 at the intest, as the tracklayers will follow the graders.
This extension is an important one to Fort
Worth, as it opens a section of country
very rich and productive hitherto tributary

#### Hendry Goes to Mexico.

It seems now that Fort Worth is destined to lose several of her popular railroad men.
C. H. Boardman, traveling passenger agent
of the Burington, has been transferred to
Atlanta, Ga., and now comes the news that
J. A. Hendry, traveling auditor of the Gulf,
Colorado and Santa Fe, with headquarters
in this city, has resigned to accept a more n this city, has resigned to accept a more lucrative and responsible position with the Mexican Central rallway auditing depart ment, with bendquarters at the City of Mexico, effective to-day. Mr. Hendry is an exceedingly bright and popular young railroad man and has hosts of friends who will rejoice at his presperity while regret-ting his departure. He has the best wishes of The Gazerre for abandant success wher-ever his lot may be east. He will probably be succeeded by J. G. Messendorff, though this is not yet positively known.

Passenger Service Restored.

The Texas and Pacific rallway passenger and tacket department has issued, the wing circular:

Our trains Nos. 51, 53, 52 and 54, on New Orleans division, will be run on regular schedule time as shown in time card No. 31, Our incline at Wasgaman has been com-pleted and trains will be handled solid be-tween. Waggaman and New Orleans by our

Tickets may be sold to all points on the New Orloans division except those located between Waggaman and Goaldsboro, In-clusive. B. W. McCuttoen, General Passenger and Ticket Agent.

### A Glucose Tariff.

Supplement No. 12 to rate circular No. 118 of the St. Louis, Arkansas and Texas, reading as follows, has been issued; To Acents and Connections

Please refer to rate circular No. 118, de-scribing territories and their boundaries, applicable to Texas, Louisiana and Mexico raffic and note the following charges:
Supplement No. 11 will not become effective, but will be cancelled April 15, and rate circular No. 11s, and supplement No. 10 therete, will be restored with the following

addition:

Glucose, C. L., from Peoria, Ill., and
Davenport, lown to Texas common points
and points taking the same or higher than
the Texas common point rate, will be made
five (b) cents per 100 pounds higher than
current rates in effect from Leavenworth,
Kan.

Effective April 15, 1891

Effective April 15, 1891.

113

### Rainfall on the Denver.

A heavy rain was reported along the line of the Denver as far north as Clarendon, and at 4 o clock yesterday afternoon the rain was still falling. The farmers along the line are highly clated, as are also the cattlemen, the rainfall causing the grass to grow with great luxuriance. It is said this rainfall removes all doubts as to the success of the crops, and a magnificent harvest, exeeding anything ever before known on the line, is now assured.

On account of the spring meeting of the San Angelo Jockey club on April 30, May I and 2, the Gulf, Colorado and Santa Fe will sell round trip excursion tickets to San Angelo at a fare and a third, or 4 cents a Tickets to be sold April 29, 30 and May 1, good returning until May 3.

### RATES ARE SHAKY.

The Memphis Lines Beginning to Feel

the Demoralization. It seems the Memphis lines, as well a he Texas roads, are in it as far as the Al-on is concerned. The same causes are porating there as here and in neither place is the situation a cheerful one. It is said that instead of allowing the Alton the dif-ferential it demands and thus allowing it to claim, not only a victory, but to assume the role of a dictator, the Texas and other Southern lines seem to regard it as a test case, and intimate they will stand firm, meintain rates, and sustain Chairman Faithom of the Southwestern railway and steamship association in the withdrawal of divisions and the demand for local tariff on all Chicago and Alten business. A rigid adherence to this plan for two months would bring the Alton to her knees and forever break the power she has for sometime wielded of arbitrarily dictating terms to the other lines. A demonstration of the fact that the Alton is not, per se, entitled by any advan-tages it possesses to dictate to other lines, would do far more to maintain steady rates in the future. The rate situation at Mem-phis is thus described by the Commercial: The rate situation in Memphis has all the attributes of a Chinese puzzle. One repre-centative insists that rates are in a terribit sentative insists that rates are in a terrible

the inside circle declares that rates were never more closely united than at the pre-ent time. The former expresses a feeling of wonder at the time for general outbreak. while the latter says there never has been any serious break, except in second-class tickets between Memphis and St. Louis and Chicago, and that these have settled down

Chicago, and that these have settled down to a standard basis.

There is little doubt that the failure of the railroads running into Memphis to arrive at an organized understanding leaves matters in a precarious condition, where a slight break could easily lead to a general stampede. The foundation of an agreeable understanding in rates is very shaky, there being little chance for arbitration and adjudication of differences, and any day may make a collanse in all apparently solid stanmake a collapse in all apparently solid stan-dards, both in passenger and freight busi-ness. Until the rates are placed in the hands of an association with power to act, establish and control rates and inflict pen-alty for violation of the agreement entered aity for violation of the agreement just so long will the rate world be in a turbulent condition.

# A CHOCTAW EXTENSION.

Engineers Viewing Routes to the New Mexico Line.

Engineers in the employ of the Choctaw coal and railway company have returned to El Reno from a reconcissance trip along the proposed extension to the Panhandle. Two rolls were rised to the Vall running in routes were viewed, route No. 1 running up the valley of the North Canadian for eighty miles, thence climbing on to the divide fol-lowed the upland to the Texas line, cross-ing the Panhandle division of the Santa Fe on Wolf creek near the eastern line of the Panhandle, thence almost due west through the counties of Lipscomb, Ochiltree, Haus-ford, Sherman and Dallam to the New Mexford, Sherman and Dallam to the New Mex-ican line. The other line crosses the South Canadian due west of El Reno, near the mouth of Deer creek, thence up the Deer creek valley into the Cheyenne and Arapa-hoe reservation, thence through a low hog-back in the divide into the Washita valley. eaving it near the eastern line of the Panhandle and regaining the valley of the South Canadian, following the south side of the stream to the New Mexicolline, crossing the Santa Fe at Cochran and the Denver at Tascosa. The southern route is regarded as the most feasible and least expensive, and will doubtless be the line chosen. The extension will be built to the Panhandle this year it is thought.

#### Tail Lights.

C. L. Wear, general livestock agent of he Fort Worth and Denver, is in the city. W. H. Hurst, city ticket agent of the Cotton Beit, leaves for a trip along the line of the Denver to-day.

W. D. Lawson, traveling passenger agent of the Missouri, Kansas and Texas, left for the South last night.

Morgan Jones, president of the Fort Worth and Denver, left yesterday morning on a business trip to Colorado.

Mr. E. E. Pratt has resigned the position of assistant treasurer of the Chicago, Bur-lington and Quiney railroad company and Mr. A. G. Stanwood has been appointed his

The Boston and Albany directors have elected the Hon. E. D. Hayden of Woburn vice-president, secretary and board clerk to succeed James A. Rumrill, who recently A special train loaded with lard went east over the Texas and Pacific last night. The shipment was by the Fort Worth pack-

ing company and was consigned to a New York firm. J. L. Pennington, livestock agent of the Santa Fe, came in from a trip yesterday morning and left at noon for Gainesville. He reports an exceptionally heavy move-ment of livestock.

The arrival of the Macon Dublin and Sa vanuah road, accompanied by the telegraph, at Jeffersonville, Ga., was the occasion of great jubilation at the innovation of such modern necessities.

The quarterly meeting of the board of directors of the Fort Worth and Denver railway was not held yesterday, owing to the absence of two directors and because there was no business to transact, A Richmond, Va., dispatch says: "M. E.

A Richmond, Va., inspacen says: M. E. Invalls, president of the Chesapeake and Ohio railroad, in an interview, says that his company will spend \$2,000,000 here in improvements. It is expected this will include a fine passenger station.

The Southern Pacific directors have elected the following officers: C. P. Huntington, president: C. F. Crocker, first vice-president: A. N. Towne, second vice-president: resident; A. N. Towne, second vice-president; J. C. Stubbs, third vice-president imothy Hopkins, treasurer; M. A. Lan ng, secretary and controller.

J. W. Reinhart, vice-president of the Atchison, Topeka and Santa Fe railroad, who is now sick at his home in Brookline, Mass, sends out a spirited denial of the report that he is scheming to suppliant Pres-ident Manyel. Mr. Reinhart is disposed to resecute the persons who started that re-

The stockholders of the Cincinnati, Wabash and Michigan railway have elected Watersham and Medigan randog have exceed the following-named gentlemen a board of directors for the ensuing year: M. E. Ingalls, E. T. Osbern, N. R. Johnson, Joseph Ramsey, Jr., J. C. Davil, W. P. Anderson, J. D. Layng, W. M. Greene, D. J. Mackey, George Bliss and John Newell.

Mackey, George Bliss and John Newell.

The action taken last week by the London stockholders of the Wabash, as regards building an independent line between Detroit and Chicago, shelves the project for the present. Probably the Wabash will use the Chicago and Erie to get into Chicago for some years, unless the earnings of the system make some remarkable gains.

The stockholders of the Chicago and Alton road held their twenty-eighth annual meeting Monday. No changes in the di-rectory or official staff were made; only routine business was transacted. Had any of the stockholders been dissatisfied with the manner in which the road is now menaged it is reasonable to suppose they would have been heard from, but not a complaint

Manager Bissell of the Wagner car shops has invented another vestibule, interchange-able with the Pullman vestibule. He has received letters patent, and the carpenters will proceed to manufacture them. All the experiments proved satisfactory. Two magnificent private cars, one for Dr. Sewnard Webb, president of the Wagner company, and the other for George Vanderblit, are now being constructed at the works.

President Huntington of the Southern Pacific railroad has made a brief report to the stockholders, showing the operations of the company for 1890. The gross earn-ings were \$48,352,503, an increase of \$1,384. 540; operating expenses, \$31,155,202, an in-crease of \$748,675. Taxes and other fixed charges make up the total of \$15,338,543, so that the balance remaining after the payment of all charges under the lease is \$2,377,713.

### To Extend From Conroe.

Special to the Gazette. CONROE, TEX., April 14.-Work has be gun on the extension of the railroad east of here. It is only a matter of conjecture with outsiders as to the distance that this road will be pushed at once, but judications are that some forty miles will be completed soon. This will carry the road through a very fine timbered section and open up a heretofore neglected portion of country. A surveying corps are at work and have gone as far as Crystal creek.

### TO PARALLEL THE KATY.

A Scheme to Hurry the Katy on a Certain Joint Traffic Scheme.

Special to the Guzette. New York, April 14.—A gentleman speaking for the Missouri, Kansas and Texas acknewledge the fact that the Mis-Texas acknewledge the fact that the Missouri Pacific management is having a line surveyed, which it built would practically parallel the Missouri, Kansas and Texas. He expresses the opinion, however, that the sole purpose of the survey is to hurry the Missouri, Kansas and Texas management on the subject of the proposed joint traffic arrangement from Wagner, I. T., to Denison, Tex., about one hundred and fifty miles. Matters have been pending for some time past, but the Missouri, Kansas and Texas officials have been slow to move. It

not unlikely that an agreement may be

East Line and Red River.

pecial to the Gazette.

JEFFERSON, TEX., April 14.-M. M. Giles, the new receiver of the East Line and Red River railroad, came in on his special car this evening. He was accompanied by Mr. Craddock, the general attorney for the road; Mr. Frey, general superintendant of the Missouri, Kansas and Texas, Mr. Max-well, division superintendant, and Mr. Turner, assistant general superintendant of the same road. They were met at the depot by master in chancery of the East Line and Red River railway. George T. Todd, Col. John A. Kruse, president of the Lone Star iron company; W. T. Atkins, cashier of the First national bank, and driven over the city and shown the great furnage of the city and shown the great furnace of the Lone Star iron company. The party are on a tour of inspection of the road.

Sixty Roads Enter Into an Agreement to Boycott the Chicago and Alton.

Special to the Gazette New YORK, April 13.—The boycott of the Chicago and Alton railroad by sixty rail-roads east of Chicago and St. Louis, em-braced in the Trunk Line and Central traffic association, in what is known as joint committee territory, including New Eng-land roads, will begin to-morrow. In the language of a railroad man, the tickets of the Chicago and Alton railroad will then be 'turned to the wall" in all ticket offices of the roads which have gone into the boycott business. Furthermore, none of the boy-cotting roads will accept any tickets over their roads issued by the Chicago and Alton after to-day, nor will baggage be checked to or from that road by the boycotting companies. The Chicago and Alton will not be panies. The Chicago and Alton will not be permitted to receive any of the immigrant business from the ports if the boycotting roads can help it. How effective the boycott will prove to be cannot, of course, be told until after tomorrow. The people are opposed to the boycott and there are many rallroad men who do not hesitate to express themselves as being so. They declare that the boycott cannot be made effectual, and that some one annot be made effectual, and that some on or more of the roads will be unable to with-stand the temptation to accept the Chicago and Alton business. At the trunk line offices to-day it was said, however, that there was no sign of weakening on the part of any of the sixty-roads, and the fact that all of them by their representatives, had all of them, by their representatives, had bledged themselves to a faithful observance of the agreement was relied upon to secure its fulfillment. The rumor was still busy to-day with the Chicago, Burlington and Quincy railroad and it is said that if any Quincy mirroid and it is said that if any road failed to carry out the agreement it would be that road. The general Eastern agent, E. J. Swords, indignantly denied the report. At the office of the Chicago and Alton road to-day it was declared that the boycott was not feared at all, that arrangements would be found to accommodate the passengers, and that an increase of business ruther than a devence was loaded.

#### NO QUORUM.

The Frst Meeting of the Advisory Board of the Western Traffic Association.

ness, rather than a decrease, was looked for as a result of the boycott.

CHICAGO, ILL., April 14.—There were absent to-day from the first meeting of the advisory board of the Western traffic assoclation, the Southern Pacific, Missouri Pacific, Union Pacific and the Great Northern.

The advisory board consists of the presi ient and one director for each road in the sociation. It seems rather remarkable that at the first meeting of this most im-portant body a quorum failed to appear, Gould is plainly not headed this way. Eleven members of the board were present, ne short of a quorum. The board ad-surned until 11 o'clock to-morrow. Railroad officials already consider the affair a fizzle. President Cable of the Rock Island says Gould has practically told the Western traffic association to go to the

dvisory board will meet to-morrow again. The Chicago, Burlington and Quincy offi-cials take the same view as the Rock Island people. They say Gould evidently will pull with the other roads only when it suits his interests. They think Gould himself authorized Leeds to cut the sugar rate, and claim Gould's attitude nullifies the agreement which is now proved to be a rope of sand.

### Western Traffic Association.

CHICAGO, L.L., April 14.—To all appearances the Western Traffic association is on the point of dissolution. The prediction that the Gould lines would not be repre sented at the meeting of the advisory board to-day has been fulfilled, and the prevailing opinion among those who are free to express an opinion at all is that Gould has chosen this method of showing his contempt for the president's agreement. At the hour fixed for the meeting of the board this morning there was a considerable gathering of railad presidents and directors at Chairman Walker's office, but no one appeared to speak for the Missouri Pacific or Union Pacific. The representatives of the Southern Pacific and Great Northern were als absent. There being no quorum it was de-ided to adjourn until 10 o'clock to-morrow, It is said that Gould is in St. Louis te-day but no intimation has been received from him that he intends coming to Chicago, or whether any one has been delegated to repsent the Missouri Pacific and Union Pa-

## GONE, BUT WHERE?

A Leading St. Louis Business and Society Man Missing-His Business in a Mixed Condition.

St. Louis, Mo., April 14.—It became known this morning that Page McPherson, of the firm of McPherson, Switer & Co., general brokers on Third street, has been missing from this city since last Friday. It was at first rumored that he had committee suicide, but it developed later that his disappearance was caused by financial trouble, and that he left debts behind him amounting to \$20,000. The exact condition of his affairs cannot be stated, as he has been, it is alleged, borrowing from ne has been, it is alleged, borrowing from whomever he could, and it will take some whomever he could, and it will take some time before a clear statement of his standing can be made. The firm of which he is a member in St. Louis, is correspondent for McCormick & Co. of Chicago and New York. A is believed his operations have also involved the firm but how deeply is not yet known. He firm, but how deeply is not yet known. He is said to have told a friend last Thursday that he was going to Chicago the next day. McPherson is a leading society man, and one of the best known young men in the city.

### TWO FIRES.

H. Schwartz' Auction House Damaged. Hyde Jennings' Stable Burned.

At 10:50 last night a fire was discovered in the back of the two-story concrete build-ing on the public square, occupied by the H. Schwarth auction company. The fire seems to have originated in the second seems to have originated in the second story. Several streams of water were thrown on the fire, which soon extinguished the fiames, but of necessity flooded the store and considerably damaged the stock. It was impossible last night to ascertain the exact damage done, but it will amount to about \$4000. The stock was valued at \$8000 with insurance of \$200. The building with insurance of \$3000. The building owned by I. Carb was damaged about \$400, said to be covered by insurance.

While the firemen were still at the Schwartz fire at 11:05 an alarm came in from Macon and Texas streets, and as quickly as possible the department responded, the Tucker company went at once. The building burned was the stable of Hyde Jennings on the corner of Texas and Macon streets. The damage is about \$600. Mr. Jennings favorite herses was burned to death. The origin of both fires is a mysters. THE SECOND FIRE.

# CUSTOM COALITION.

Germany Forming Tariff Alliances Against France.

INFLUENZA EPIDEMIC.

German Exports to America Decrease \$2,500,000-Rocca Resigns-Mill Owers Refuse to Submit to Arbitration.

German Custom Coalition.

Parts, April 14.-It is announced to-day that the German government has decided to conclude commercial treaties with Bel-gium, Switzerland and Italy in addition to the commercial treaty now in progress of conclusion between Germany and Aus-tria. This action upon the part of Germany is understood to be that Germany is aiming at custom coalition between herself and the countries mentioned against France.

London, April 14.—The influenza has re-appeared in epidemic form in Sheffield and Yorkshire. At Hull the death rate has doubled during the last forthight. In the district twenty miles from Hull nearly everybody is affected more or less, and work has been suggested to everywhere. There has been suspended everywhere. There have been many deaths in the district from the disease. At Birmingham there is an outbreak of a milder character, but it has not spread so widely. In Lincolnshire reports show that there is a general renewal of the epidemic, and several other counties make similar reports. In Paris there is make similar reports. In Paris there is every indication of a serious renewal of the

#### A Decrease in Exports.

Berlin, April 14.—The report of the United States consulate in this city shows the decided decrease in exports from North-ern Germany to the United States for the first quarter of 1891 of \$2,500,000 as compared with the exports during the corre-sponding period of 1890.

#### Rocca Resigns. BUENOS AYRES, April 14.-Gen. Rocca.

minister of the interior, who was shot by a boy and slightly wounded in the streets of this city on February 20, has resigned his portfolio No Arbitration. London, April 14.-In spite of severa offers made by parties desiring to put an end to the present labor trouble in Brad-ford, the directors of the mills refuse to allow the disputes between themselves and employes to be decided by arbitration. The directors declare that the weavers are per

#### feetly willing to go back to work, but are terrorized by the labor agitators and other leaders, who are supposed to be conducting the strike.

Bradford Strike Situation. London, April 14.—There has been little or no change in the situation of affairs in connection with the wholesale strike of weavers in Bradford. During the day there have been several conferences between Messrs. Lesters & Co., the most prominent nill owners, and the citizens of Bradford who are treine to heigh shout Bradford, who are trying to bring about me sort of a compromise agreement which the strike, which has assumed a dangerous aspect, may be terminated. The citizens' representatives have also been in communication with the strikers. The re-sult of these negotiations, however, is that Lester & Co. have finally refused to refer the matter in dispute to abitration, claiming that they have a right to conduct their own business in their own way without in any way submitting to outside dictation. The strikers on the other hand are announced to be preparing an ap-peal setting forth their wrongs and the justice of their cause, which will be ad-dressed to the workingmen and workingwomen of the world at large. The police force of the entire district is on duty and the troops are still confined to their barracks and are kept under arms.

## Liberal Leader Among the Lords. Loxuon, April 14.—A meeting of the members of the house of lards, who compose the Liberal party, was held to-day. As a result of the

the the transpired that the Earl of Kim-berly, who has been successively under sec-retary of state for foreign affairs and for India, is to succeed pro tem Earl Gran-ville as Liberal leader in the house of lords. The Earl of Kimberly will be assisted in the adership by Earl Spencer and the Earl of Not Recognized by England. London, April 14.-The Marquis of Salis-

bury has sent a cable dispatch to the Brit-ish minister at Santiago de Chili and one to ish minister at Santiago de Chili and one to the British rear admiral, C. F. Ho-tham, in command of the Pa-cifle station. In these dispatches the premier says that the closing of the ports of Chill by order of President Balmaced is ultra vires in so much that a blockade of these ports has not been specially declared. Lord Salisbury has also notified British ship owners who are interested in the trade with Chili, that the British ad-miral in Chilian waters will protect their miral in Chilian waters will protect their interests, and that England does not recognize the double exaction of duties now collected by the Chilian congress party and by President Balmacedi's adherents; but the Marquis of Salesbury advices the Brit-ish merchants to pay the double duty in order to avoid trouble and to do so under

A Russian Warship Seized. CONSTANTINOPLE, April 14.—The Russian warship belonging to the volunteer fleet fitted out by popular subscription, has been stopped by Turkish authorities on duty at Dardanell. The Russian vessel was pro-ceeding through that passage on her way to Vindivostelk, Asia, near the northern limit of Corea, on the sea of Japan. She was loaded with railroad material, and had as passengers a large number of "Military workmen," according to the term used by Russians, who are detailed to construct the Trans-Shevian railroad, which it is be-Trans-Siberian railroad, which it is be-lieved, will make the harbor and arsenal of Viadivostock, one of the most valuable ports in Russian territory. The officers in command of the Russian ship, upon being brought to beneath the guns of Fort Darvianell, immediately appealed to the Russian ambassador, M. de Nalidoff, who in turn entered the strongest protest possible with the Turkish officials of this city.

M. DeNalldoff claimed in warm terms that the action of the Turkish officers at Dardanell was in direct and flagrant violation. tion of the commercial treaties existing between Russia and Turkey.

After considerable interchange of views on the subject the porte finally came to the conclusion that it would be inadvisable to retain the war ship any further, and she was allowed to pass Dardanell.

The action of the Turkish authorities in terminate of the concept.

was allowed to pass Dardanell.

The action of the Turkish authorities in stopping the Russian war ship was taken on the ground of the treaty of 1841, concluded in that year by the fire great powers and Turkey, by which it was decided that no ship of war belonging to any nation save Turkey should pass the Dardanell without express consent of Turkey, all merchant ships being also required to show their papers to Ottoman authorities.

The provision of the treaty are confirmed in London in 1871 and Berlin in 1878.

THE ARGUMENTS BEGUN.

The Hardin Case Will go to the Jury To-day.

Yesterday the hearing of the evidence in the case of John R. Hardin accused of the murdering of Dick Townsend during the Missouri Pacific strike in 1886, was completed in the oriminal court of the Forty-eighth district and the arguments began. Two speeches were made in the afternoon and the case will go to the jury to-day, it is difficult to form an idea of what the result will be at present. Able attorneys are engaged on the strike in 1886, was compacted in the criminal court of the forty-eighth district and the arguments began. Two speeches were made in the afternoon and the case will go to the jury to-day.

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ool south rooms. Free sample rooms.

Opposite Depot, - - Wichita Falls, Texas. both sides, and the lawyers for the defense

are straining every nerve in behalf of their clients. The trial is being heid in Judge Beekham's court room before Judge Stedman's and a large number of people are in attendance, eager to hear all the details of the trial.

In the Seventeenth district court the non-institute of the trial. jury docket occupied the attention of the



GALVESTON'S GREAT SAENGER-FEST IN FULL BLAST.

An Immease Crowd Attend the Opening The Town in Picnic Apparel. The Programme.

Special to the Gazette. Galveston, Tex., April 14.—The Eighteenth Texas biennial sagneratest was inaugurated to-day by a grand rehearsal of the musical societies in Sagnerfest hall. the musical societies in Saemeerfest hall. The rehearsal began at 0 o'clock, and was under the leadership of Professor H. Wilkins, Galveston, while the orchestration was under the direction of Professor Borchert, New Orleans. It continued for four hours, during which the following programme, which constituted to-night's grand concert, was thoroughly rehearsed:

1 Overture, Dec. Lean, Ocean, 175. Mostly

Overture—Don Juan—Orche tra Morar Mass chorus, A Capella—two songs Mendelssoon

9. Mass chorus. A Capella - two songs.

Mass chorus and sole-orchestra.

Netheriand Laykremser.

Recitution and aria, Armidad. Haidel
Miss E. Garressen.

Chorus. My Dream. Saengerrunde
Austin. Chotura.

Chorus. Ossian. Beethoven
Maennercher, San Antonio-Beschnitt.

Chorus, The Forest. Harmonie
Shelly, Maeser.

Schorus, Greeting to the Forest. Saengerbund

Houston Iseman.

Reverie—orchestra—string quintette...
Shuman

10. Chorus, Along the Rhine Brus Quartette club, New Orleans. 11. Bridge of Sighs-mixed chorus, solo and Mendelssoh orchestra Galveston Hermann Children 12. Fifth symphony, C minor-orchestra . Considering that this was the first time all the societies met in general renearsal, the numbers were rendered with surprising smoothness, finish and effectiveness.

For Worth Tex.

At the close of the rehearsal the singer and bands were escorted to Woolian's lake where they were refreshed by an oyster roast, washed down with many bumpers of foaming layer. The occasion was enlivened with impromptu spocches, vocal and in strumental music

The city is full of visitors. Among the most prominent are Gen. Stanley and wife of San Antonio. Professor J. Hanno Deibler of Tulane university. New Orleans, one of the leading musicians of America, J. E. Galbraith, general freight and ticket agent of the International and Great Northern railway.

railway.

In honor of the first great musical event flags of every nation are flying from that staffs all over the town, and the streets are filled with strangers, while the very air are filed with strangers, while the very air is impregnated with a melody of harmonious sounds by strolling sincers and bands. The most elaborate preparations were made for the grand opening concert which commenced at 8 o'clock sharp to-night, and the great hall is crowded to repiction with the clite and fashion of the city.

Subscribe for the Weekly GAZETTE.

HOTEL ARRIVALS. AT THE MANSION.

enne, Wy T.

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